

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1.-10. (Cancelled)

Claim 11. (New) A brake control system for a vehicle having at least one front axle with at least one left-hand front wheel and at least one right-hand front wheel; at least one rear axle with at least one left-hand rear wheel and at least one right-hand rear wheel; a service brake for braking the wheels of the vehicle, wherein the service brake (8) is provided with:

(a) at least one electronically actuatable front left-hand brake unit for actuating braking of the at least one left-hand front wheel, (b) at least one electronically actuatable front right-hand brake unit for actuating braking of the at least one right-hand front wheel, (c) at least one electronically actuatable rear left-hand brake unit for actuating braking of the at least one left-hand rear wheel, and (d) at least one electronically actuatable rear right-hand brake unit for actuating braking of the at least one right-hand rear wheel;

a first central control device operatively connected via at least one control line to the brake units so as to allow actuation of the brake units independently of one another;

a second central control device operatively connected to at least one of the first control device and the at least one control line, and operatively connected redundantly to the first control device;

two front control lines arranged to actuate the brake units associated with the front axle, of which at least the first control line is connected to the first control device;

two rear control lines arranged to actuate the brake units associated with the rear axle, of which at least the first control line is operatively connected to the second control device;

a brake modulator arranged to determine an axle braking command for each axle from preset values relating to vehicle movement dynamics;

an axle modulator for at least one axle configured to determine a wheel braking command for each wheel from the associated axle braking command;

a wheel modulator for each wheel configured to determine an actuating signal from the associated wheel braking command for a brake actuator of the associated brake unit, the axle modulators are arranged on or near to the respectively associated axle, wherein: the two front control lines are operatively connected to the front axle modulator associated with the front axle

and the two rear control lines are operatively connected to the rear axle modulator associated with the rear axle, at least in the case of one of the axles, the associated axle modulator is operatively connected via two actuating lines to both the wheel modulators of both the brake units of the one axle, the two axle control lines are each operatively connected to only one of the wheel modulators, the one wheel modulator is operatively connected to the other wheel modulator and is operable to transmit the signals, supplied to the one wheel modulator via the one axle control line, to the other wheel modulator.

Claim 12. (New) The brake control system as claimed in Claim 11, wherein at least one dynamic system is provided for vehicle stabilization and has wheel-specific components arranged in the axle modulators as well as at least one of axle-specific and vehicle-specific components arranged in the brake modulator.

Claim 13. (New) The brake control system as claimed in Claim 11, wherein one of the following is provided: (a) the wheel modulators are integrated into the associated brake unit, (b) the wheel modulators associated with the wheels of the same axle are each integrated into the axle modulator associated with this axle, and (c) the wheel modulators are integrated into the brake modulator.

Claim 14. (New) The brake control system as claimed in Claim 11, wherein at least one dynamic system is provided for vehicle stabilization and

has wheel-specific components arranged in the axle modulators as well as at least one of axle-specific and vehicle-specific components arranged in the brake modulator.

Claim 15. (New) The brake control system as claimed in Claim 11, wherein at least one of the brake modulator is integrated into the first central control device, and the axle modulators are each arranged on or near to the associated axle.

Claim 16. (New) The brake control system as claimed in Claim 15, wherein one of the following is provided: (a) the wheel modulators are integrated into the associated brake unit, (b) the wheel modulators associated with the wheels of the same axle are each integrated into the axle modulator associated with this axle, and (c) the wheel modulators are integrated into the brake modulator.

Claim 17. (New) The brake control system as claimed in Claim 11, wherein, for at least one axle, the first control line is operatively connected to the wheel modulator of the one brake unit and the second control line is connected to the wheel modulator of the other brake unit, and for the at least one axle, the one wheel modulator is connected via a coupling line to the other wheel modulator and transmits the signals, supplied to the one wheel modulator via the one control line, to the other wheel modulator.

Claim 18. (New) The brake control system as claimed in Claim 11, wherein for at least one axle, the control lines are operatively connected to the respective wheel modulators of the respective brake units.

Claim 19. (New) The brake control system as claimed in Claim 18, wherein the second front control line is operatively connected to the second rear control line and transmits the signals, supplied to the one axle modulator via the respective first control line, to the other axle modulator.

Claim 20. (New) The brake control system as claimed in Claim 11, wherein the second front control line is operatively connected to the second control device one of indirectly via the first rear control line and directly, and in that the second rear control line is operatively connected to the first control device one of indirectly via the first front control line and directly.

Claim 21. (New) The brake control system as claimed in Claim 11, wherein the front control lines operatively connect the front axle modulator redundantly to at least one of the first control device and the second control device, and the rear control lines operatively connect the rear axle modulator redundantly to at least one of the first control device and the second control device.

Claim 22. (New) The brake control system as claimed in Claim 11, wherein at least for one of the axles, the associated axle modulator is

operatively connected via two axle control lines to the wheel modulators of the respective brake units of the one axle, and the axle control lines are operatively connected to the respective wheel modulators of the one axle.